Urban Life Cycles and How to Enhance Rural Competitiveness

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Population Trend by Type of Urban Area
(as share of urban population, in %)

Urban Area Type	Year						
	1959	**1970**	**1979**	**1989**	**1992**	**2000**	**2010**
Up to 20,000 people	10.4	7.1	5.3	4.6	4,.5	4.9	**5.27**
20,000 to 50,000 people	17.5	15.6	13.7	11.9	11.8	11.6	**12.0**
50,000 to 100,000 people	12.5	11.1	10.6	12.1	12.1	12.6	11.4
100,000 to 500,000 people	28.4	32.8	32.0	29.5	29.9	30.3	28.3
500,000 to 1,000,000 people	15.8	18.2	15.2	15.0	14.0	14.6	16.1
1,000,000 people or above	15.4	15.2	23.1	26.9	27.7	26.0	26.9

2010 Rural Population Census Findings

- Total rural population – 37,587,200 people, or 26.3%
- Total rural settlements – 153,125
- Those without permanent residents – 19,439
- With population from 5 to 100 people – 82,762
- With population above 100 people – 50,924

20-year Population Trend Outlook

1. Higher contrast of settlement: the gap between prosperous metropolises and poorly urbanised provincial towns will increase not only in terms of the population number, but also in terms of social and economic living conditions.

2. Large cities and megapolises will grow due to out-migration from medium-sized towns and rural areas.

3. Aggravated infrastructure issues related to urban development.
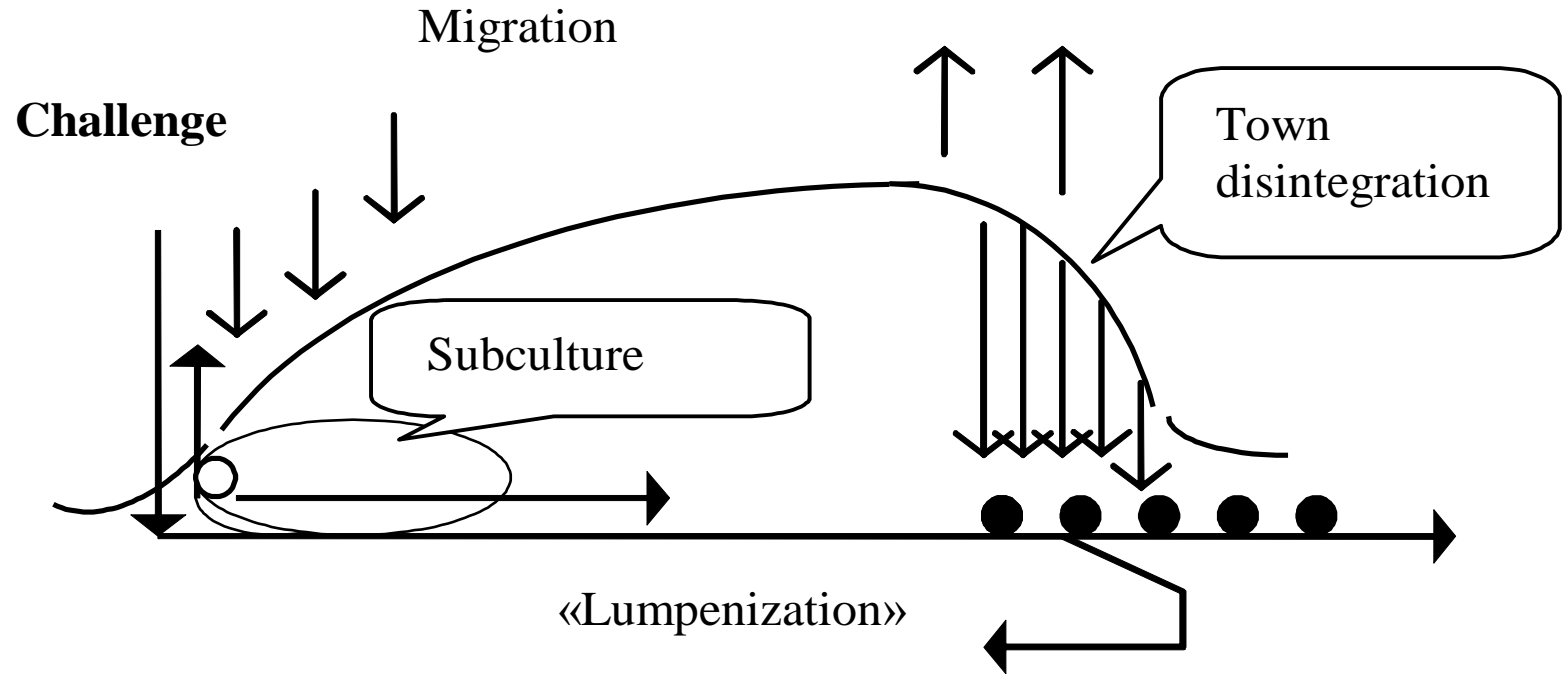
4. Shift from point to agglomerative settlement system.

Urban Development Cycles

- * General urban development cycles

- * "Demographic death" of an urban area

- * Urban regeneration

Urban Life Cycle
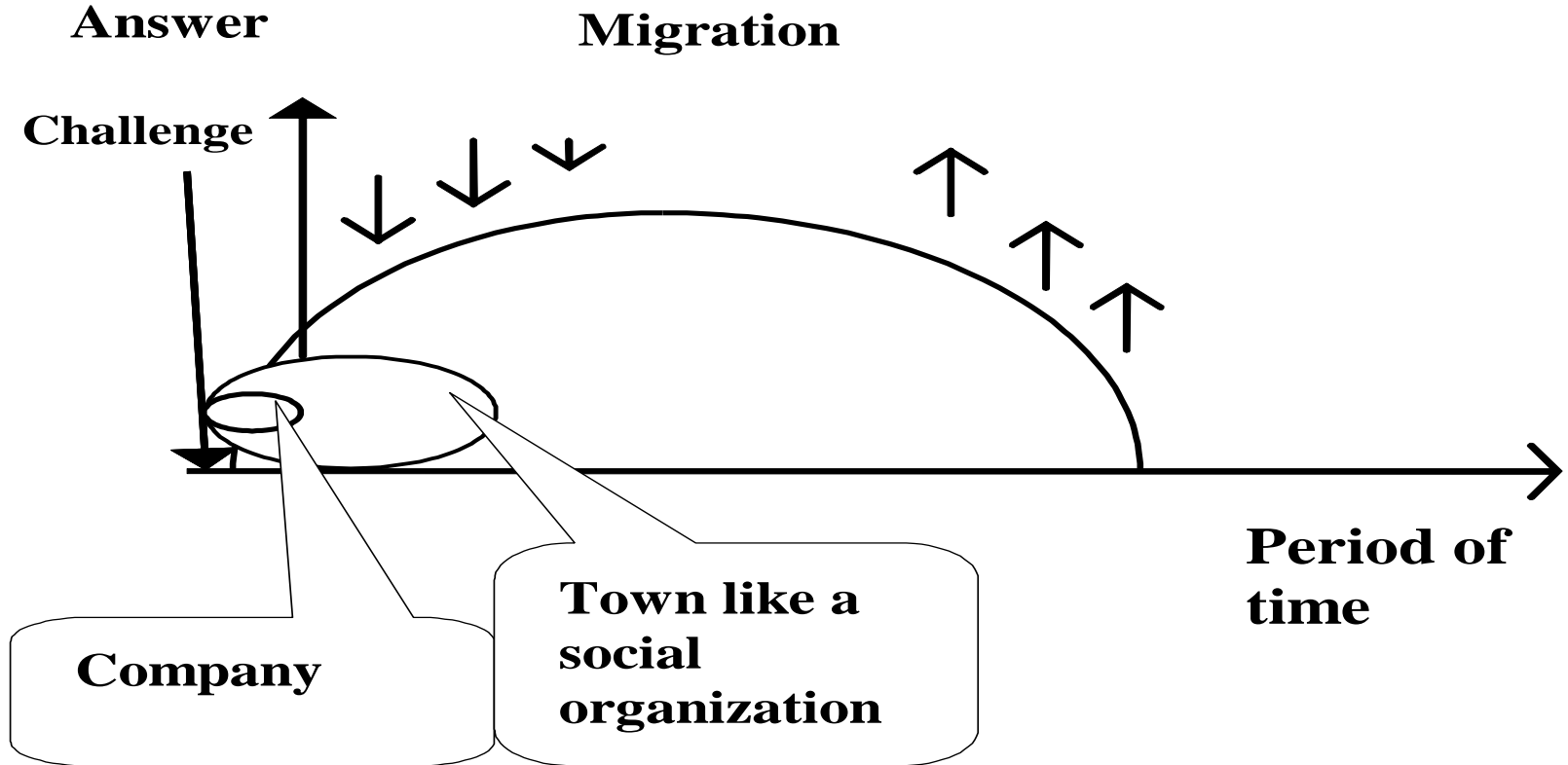
# Urban Life Cycle and Social and Cultural Developments

Town of Puchezh Secular Development Trend

The number of births per 1,000 of the population was 8.2, and the number of deaths, 37.8; even high positive migration level (16.3 parts per million) from villages and townships in the vicinity cannot cover catastrophic population decline. Since 1989 the town's population declined from 12,700 to 9,200 (2010), or by 27.6%.
The town has reached "demographic death" stage.
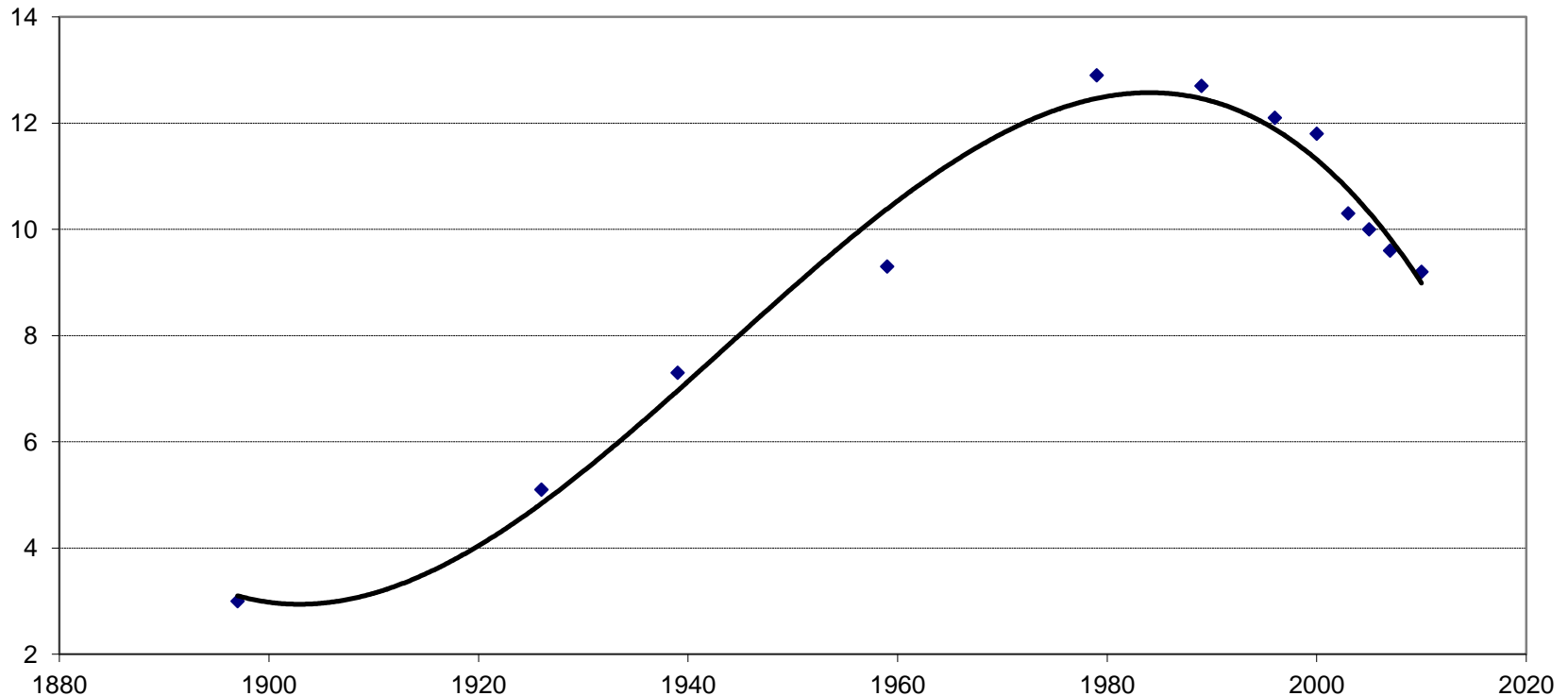
Urban Regeneration
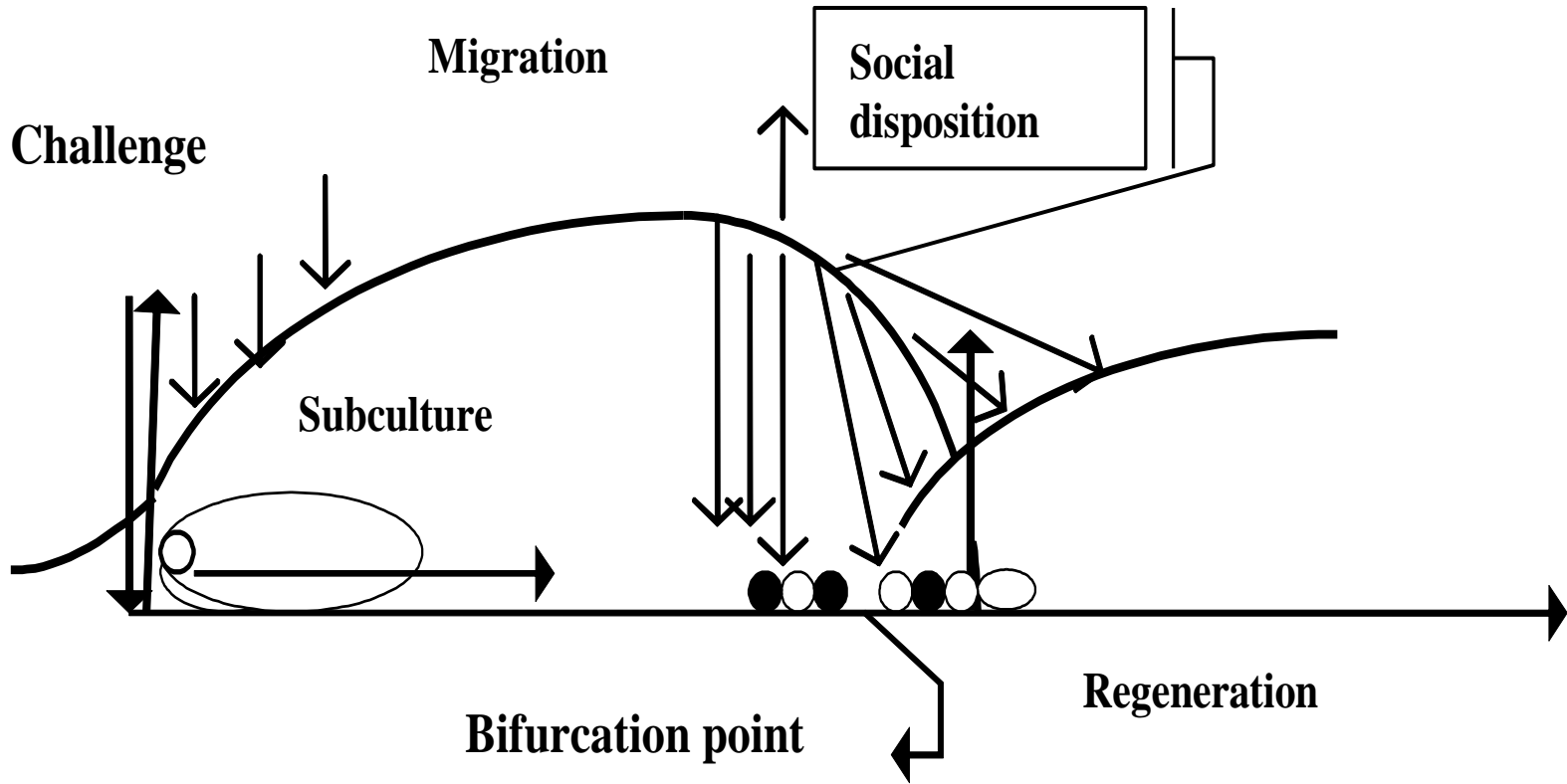
Shlisselburg Population Trend

The town's population has been growing since 2000, largely due to migrants. The data suggest that regeneration of the town's population is highly probable. The new stage is due to ambitious upgrade of production at Nevsky Ship-Building Yard and placement of ship-building orders with it and implementation of the Transport Strategy of the Russian Federation.
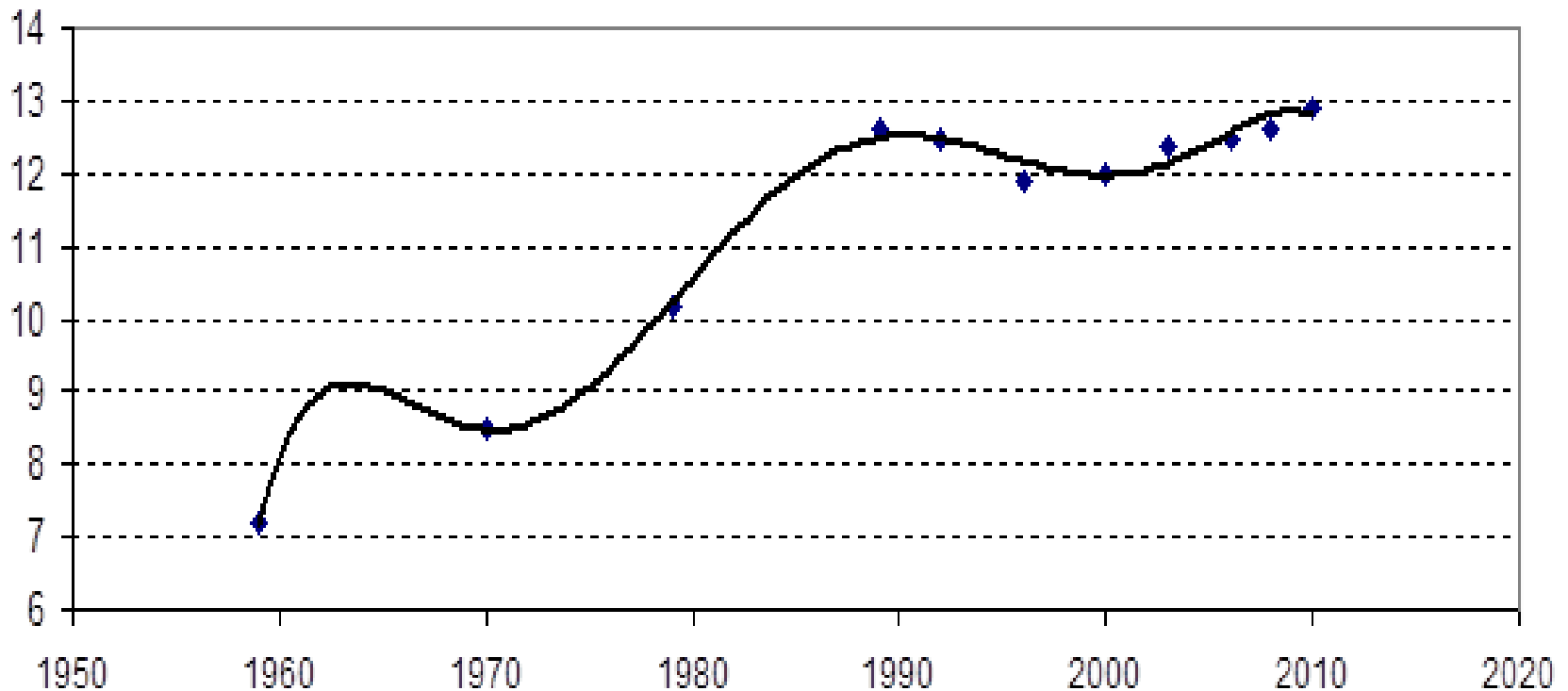
Life Cycle of a "Large" City
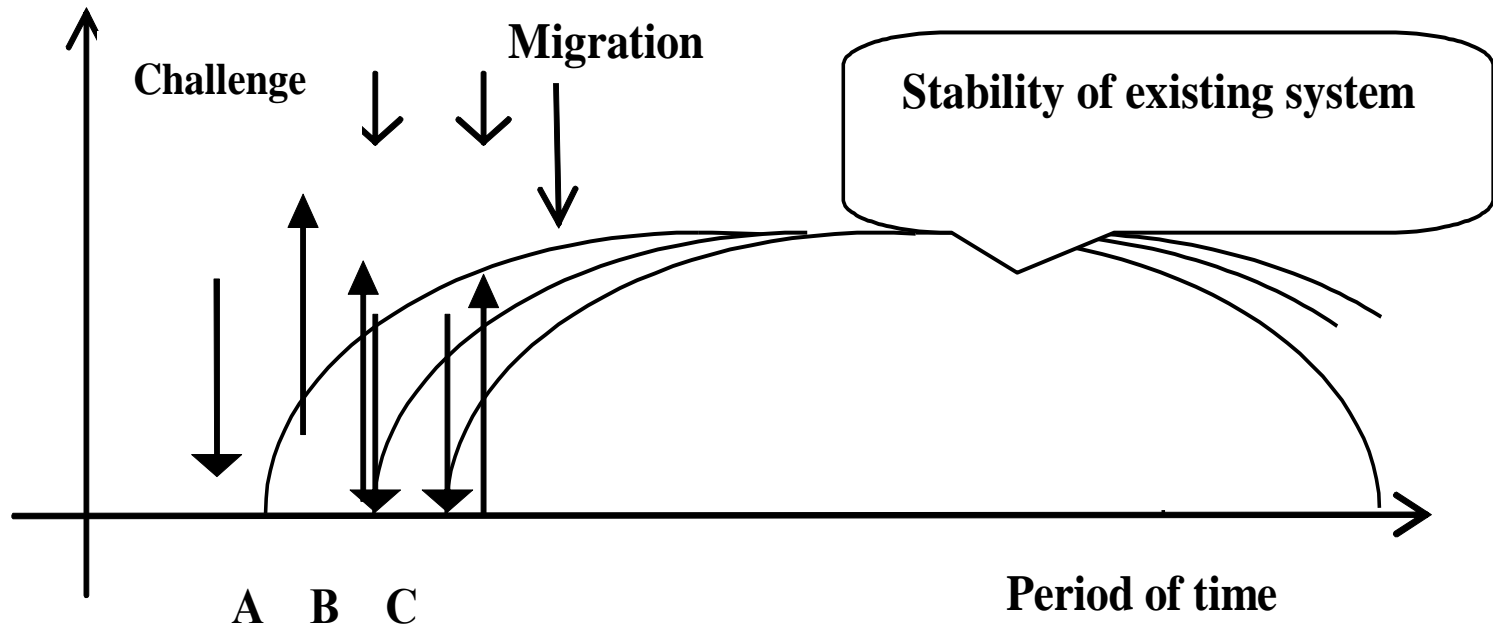
Agglomerations and Industrial Innovation Clusters

- Integration of poorly urbanised towns in agglomerations or industrial innovation clusters allows incorporating them into an overall development framework, including agro-industrial complex, while ensuring new financial flows, inflow of investment, and change in social and economic living conditions.

Map of Development of Clusters/Advanced Economic Development Areas
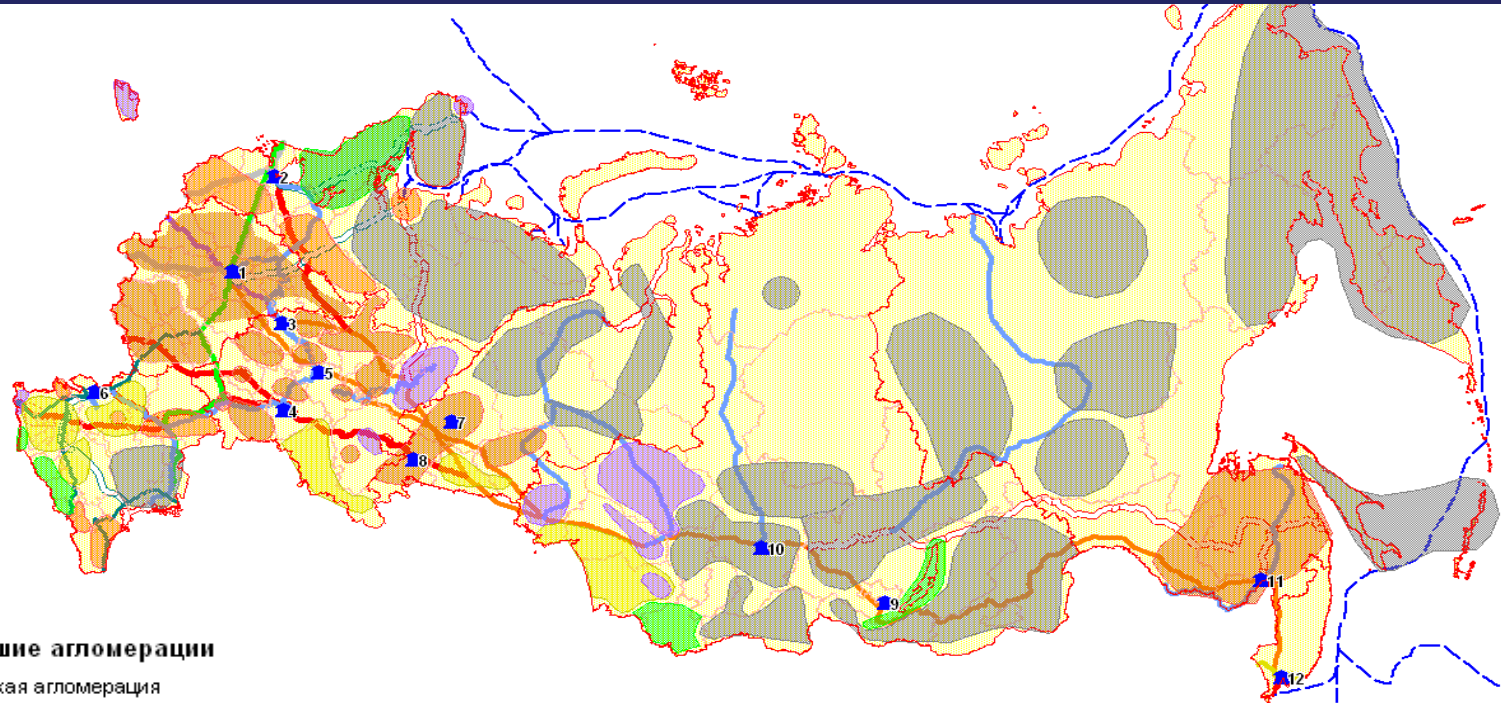
Крупнейшие агломерации

1 Московская агломерация
2 Санкт-Петербургская агломерация
3 Нижегородская агломерация
4 Самараско-Тольятинская агломерация
5 Казанская агломерация
6 Ростовская агломерация
7 Екатеренбургская агломерация
8 Челябинская агломерация
9 Иркутская агломерация
10 Красноярская агломерация
11 Хабаровская агломерация
12 Владивостокская агломерация

Транспортные коридоры

Международный Евроазиатский транспортный коридор (Основной)
Панъевропейский коридор .Существующий.
Международный Евроазиатский транспортный коридор Транссиб (переспектива на 2010 г.)
Международные Евроазитские транспортные коридоры Транссиб (Ответвление)
Международный Евроазиатский транспортный коридор Север-Юг (Переспектива на 2010 г)
Панъевропейский коридор (Существующий) Основной
Международн Евроазиатский транспортный коридор. Приморье-1
Международный Евроазиатский транспортный коридор Север-Юг
Внутренние водные пути
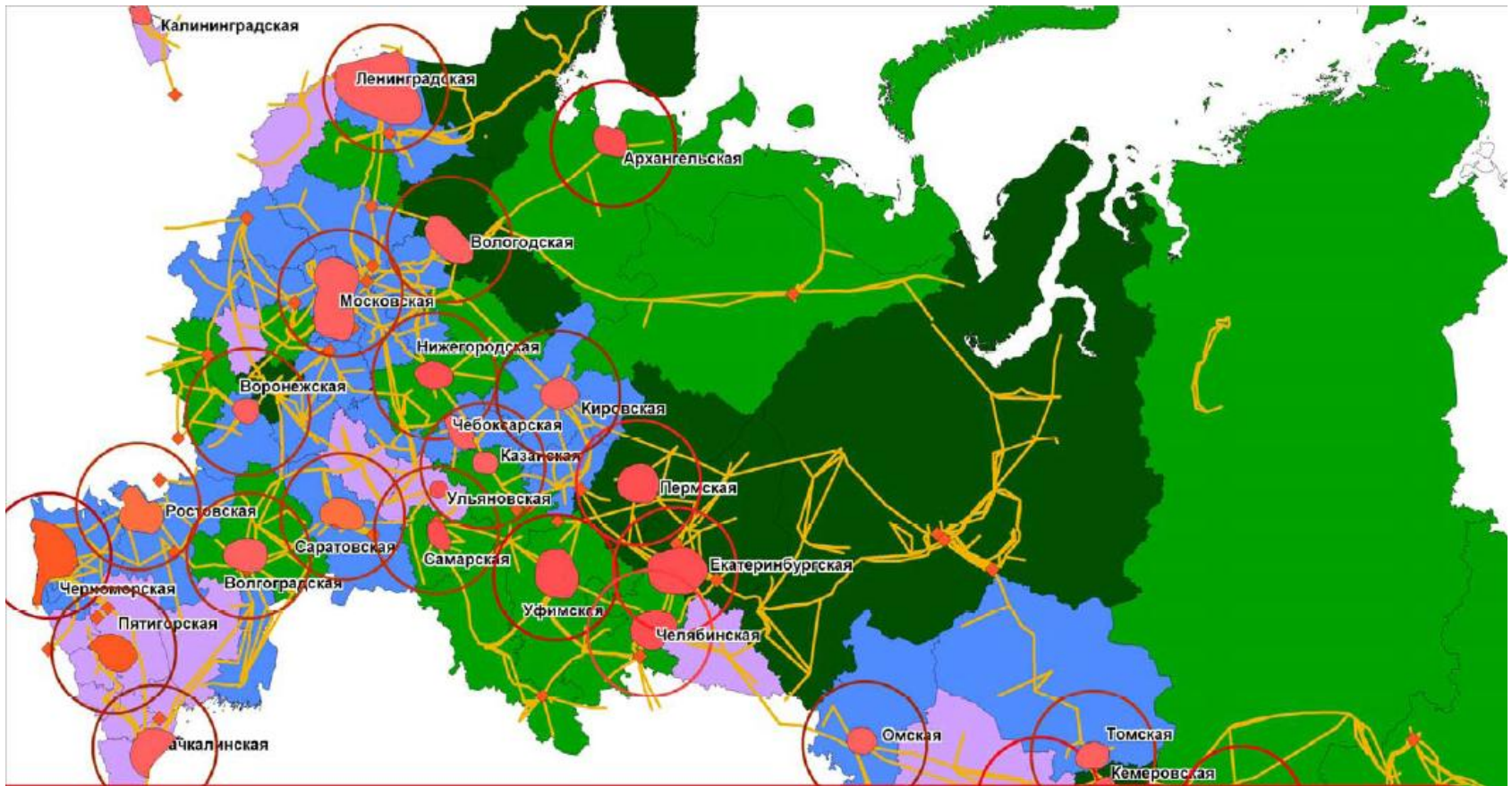Железнодорожный маршрут (Ответвление)
Северный морской путь

Категории зон

Агропромышленный комплекс
Добыча природных ресурсов
Туризм и рекреация
Новая экономика
Обрабатывающие производства

Urban Agglomerations in Russia

Можно построить следующую карту для проектирования перспективных мест размещения новых мощностей с привязкой к городским агломерациям и крупным городам как основным центрам роста нагрузки – пересечение нескольких окружностей (диаметром 200 км) – оптимальное место ввода крупной мощности

Population:
1.2 mln

GAP:
RUB 350 bn

Investment in fixed assets:
RUB 135 bn

Industrial development index:
117 %

Amount of shipped output:
RUB 600 bn

КРАСНОЯРСКАЯ АГЛОМЕРАЦИЯ

СХЕМА ОДНОЧАСОВОЙ ТРАНСПОРТНОЙ ДОСТУПНОСТИ
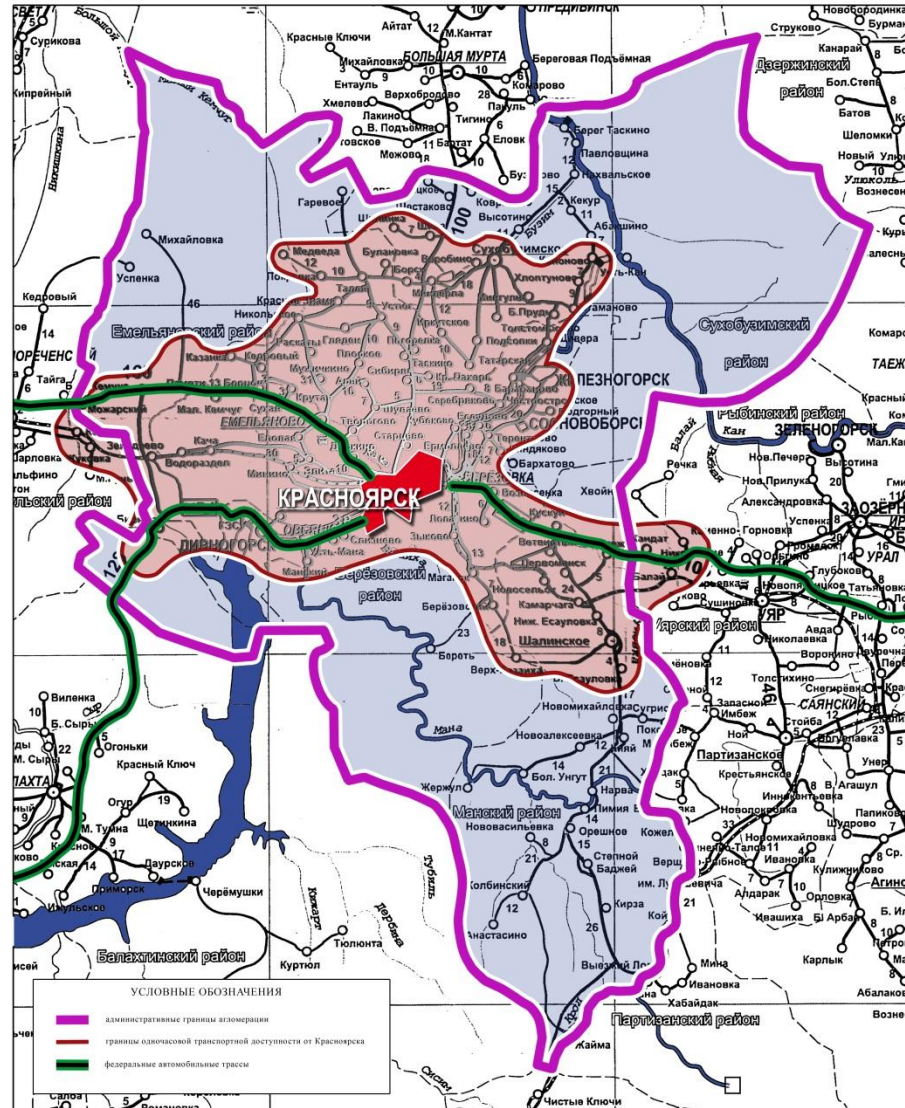
Conclusions

In practice, the methodological approach adopted makes it necessary to expand the tools to analyse an urban area as a system:
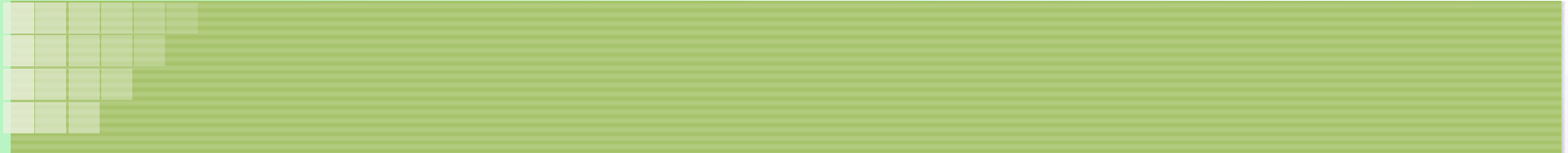
1. In this context, it is rather important to analyse urban population trend over a protracted period capable of showing what development phase the urban area is in.
2. For forecasting purposes, it is necessary to analyse an urban area's external environment and how its economic fundamentals (generation of value added, people's income, labour market condition) relate to similar indicators in the macrosystem and in the urban area's surroundings (first and foremost, within a Federal Okrug).

Conclusions

3. In order to forecast an urban area's development, it is necessary to analyse at length the condition of real sector of the urban area's economy, including financial and economic analysis of its key enterprises and financial flows.

4. Securing foreign investment inflow and positive migration are pre-conditions for regeneration of poorly urbanised urban areas

5. Integration of poorly urbanised urban areas into agglomerations and production innovation clusters ensures:

- Strengthening and rise of small and medium-sized towns and rural settlements

- Full access of population in various areas of agglomerations to: employment, health care, education, trade, cultural, and other opportunities; broader employment opportunities

Conclusions

- Opportunity to implement larger infrastructure projects – energy facilities, transport complexes and related services, information communications, education and innovative infrastructure;

- Enhanced education and professional self-fulfilment opportunities with advantages of living in a small or medium-sized urban area;

- Opportunity to coordinate development strategies more closely and efficiently;

- Opportunity to build "critical mass" to shift to more innovative development scenarios;

- Better justification for requests for funding;

- Enhanced opportunities to market one's area.

THANK YOU!